



ALONG THE TOWPATH



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CHESAPEAKE & OHIO CANAL ASSOCIATION

Concerned with the conservation of the natural and historical environment of the C&O Canal and the Potomac River Basin

THE 50TH ANNIVERSARY JUSTICE WILLIAM O. DOUGLAS HIKE

The 50th Anniversary hike has been completed, marking a celebration of the event that led to the creation of the C&O Canal National Historical Park. There were 68 participants and of those, about 40 walked the entire length of the canal towpath. The final three miles included a boat ride on the Georgetown, complete with a wind band playing 19th century music, similar in style to the way in which the original hike concluded.

The event was marked by banquets, speeches and press coverage along the entire length of the trip. As usual, weather played a role in the walk, but there were only a few mishaps. To Lou Odom and Mike Lewis, who drove the equipment truck and accommodated everybody's needs, we especially wish a fond get well. They both suffered falls incidental to the walk.

This issue will be devoted to an account of the hike, and as space permits, for the remainder of the year, there will be articles featuring events surrounding the original hike. This will be both for celebration of the park that we all love and also a reminder that it exists only through the continued vigilance of the membership.

Fred Mopsik



Piper John Grant and Ken Rollins greeting the hikers in Cumberland

Fred Mopsik

The Response 50 Years Ago

C&O Canal: A Report

The Washington Post and Times Herald (1954-1959); Mar 31, 1954; © 1954, The Washington Post. Reprinted with permission.

It is time for an accounting to our readers of our observations during the trek from Cumberland to Washington with Justice Douglas. We went into the hike with one firm conviction: that the scenery, historical setting and tonic qualities of the lovely Potomac Valley ought to be made available to more people. We approved the suggestion of a parkway as a means of opening the valley to pleasure-seekers. Some 180 miles (most of it on foot) and numerous blisters and strained tendons later, we retain the

conviction that the valley ought to be opened up. We believe, however, that a compromise is possible which will preserve large areas in their natural state and still make possible a parkway along some beautiful parts of the valley.

In one important respect we have changed our minds. The 1950 plan of the National Park Service, which we has [sic] discussed previously, called for a parkway along the towpath, and in some places along the bed, of the old Chesapeake & Ohio Canal. Apart from the desirability of leaving some areas in their natural state, this would be a much bigger undertaking than we had supposed. The amount of fill required to make the canal bed usable would be enormous; and the cost of maintenance might be prohibitive, as indicated by the fact that many parts of the towpath recently have been under water.

We also believe that many semi-wilderness stretches along the old canal ought not to be disturbed. These are the habitats of deer, fox, raccoon and birds without number. It would be a shame to invade, say, the glen above Cresaptown, where the old drill marks are still visible; the magnificent 3000-foot tunnel near Paw Paw, which remains a monument to the architectural and engineering genius of 110 years ago; the Roundtop Mountain area above Hancock; the stretch along the Catoctins above Point of Rocks; and of course the restored canal between Seneca and Washington, which ought to be left untouched. Camping areas, pure water supplies and access roads at intervals would serve to make these attractions more available.

At the same time, there are a number of scenic sectors where a parkway would do little harm and would be an attraction for persons who do not have the stamina for long hikes. This is true of stretches where the reservation is wide, as well as those where the canal is paralleled by railroads. Existing roads, such as Maryland Route 51 and River Road, would form the nucleus for a parkway in some areas. In others a parkway could be built along the top of the bluff to give beautiful panoramas without disturbing the canal and towpath preserve.

Obviously, it will not be possible to satisfy everyone. Some persons in the Cumberland area look for a *highway* as an alternate to the mountainous U. S. 40. Others look for economic benefits from tourist traffic along a parkway. Many others in more easterly counties want no parkway at all. Even if no parkway were built it probably would be impossible to restore some sections of the canal. There is a large washout above Harpers Ferry: the canal has lost its "seal" in some areas and there are limestone sinks in others; in many places the lockhouses are dilapidated and the locks are crumbling. Other sectors would be relatively easy to restore through the use of water from springs, and some of the old buildings and locks could be repaired. Particular attention ought to be given the preservation of the fine aqueducts at Licking Creek, Monocacy and Seneca.

In view of the above considerations we propose that:

1. The Park Service plan be substantially modified to avoid encroachment on the best of the natural areas, to preserve as much as possible of the towpath and canal bed and to shorten distances where the river meanders. Recently the Park Service has shown interest in a "walking parkway" for hikers, equestrians and bicyclists. But the need is for both types of parkway, to serve the desires of Sunday afternoon pleasure-seekers as well as more hardy outdoorsmen.
2. Stress be placed on developing picnic grounds as well as access roads into the natural areas. The canal itself ought to be restored as a canoeway where feasible. Special attention should be given to historic sites, including access from a canal parkway to such spots as the Antietam Battlefield.
3. Inducements be given local communities to clean up the parts of the canal preserve and river front now polluted and littered with trash – notably the unsightly stretches around Hancock and Brunswick.
4. The possibility be investigated of obtaining matching funds from Maryland for access roads. Both a walking trail and a parkway should spur tourist trade and should bring motels,

hostels and stores.

Finally, we urge our readers to investigate for themselves the wonderful potential of this scenic attraction – with its respite from daily concerns – so close to the Nation's Capital. We think it is possible to develop this resource so that it will serve as a boon to hikers as well as to those whose enjoyment of nature must be limited to a leisurely drive in an automobile. ❀



LETTER FROM GEORGE BOOKMAN

[Letter written by George Bookman to Carol Galaty asking for a copy of his speech on May 1, 2004 at concluding banquet]

May 5/04

Dear Carol:

That was a great celebration Saturday night and I am so glad that my friend Ruth Bowman and I could attend. My congratulations to all concerned.

You wanted me to send a copy of my remarks. I spoke ex-temp, so have no written text but will try to recap it below. I prefer to write on my old typewriter -- my fingers make too many mistakes on the computer.

I started out saying it was an honor to follow Bob Estabrook to the podium. My role in the Douglas hike was very minor compared to his. I went along as a reporter for Time Magazine, and wrote two articles about the hike published in successive weeks in TIME, where I was mainly their economics reporter in the Washington Bureau.

My most vivid recollection of the hike was sleeping out that freezing night in Fort Frederick Park. As we rolled out of our sleeping bags, Justice Douglas was up already. He looked around the campground, saw one of the hikers squatting in the bushes and yelled "Man Down."

Douglas was in my view a wonderful man. I got to know him somewhat on the hike, and maybe saw him once or twice later at hiker reunions. But I will never forget his generosity and kindness to me years later, based on our shared hiking experience. About 20 years after the initial hike, I was a Vice President of the NY Botanical Garden in the Bronx, NY, in charge of public relations and development. I wrote to Bill Douglas proposing that he lead a hike through the section of virgin forest that still exists in the Botanical Garden. He agreed, and also agreed to make a speech. His appearance at the Garden drew the largest crowd they had ever had -- more than 1000 people. I remain ever grant grateful to Justice Douglas for his kindness to me as well as for saving the C&O Canal as a National Historic Park.

Best wishes to you,

George Bookman

DOUGLAS MEMORIAL HIKE JOURNAL, 2004

Don Juran

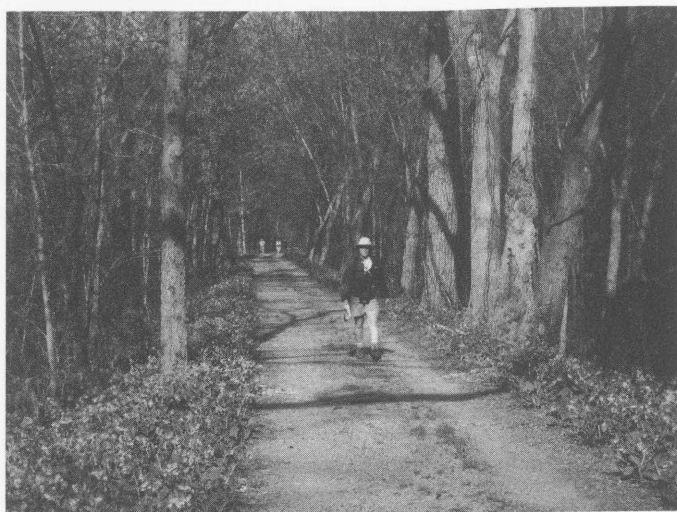
with contributions from Stacey FitzSimmons and Judie Mopsik

Saturday, April 17

For the first time, I didn't ride the group bus. Just west of Hancock, I saw a disabled bus on the shoulder, surrounded by some impatient-looking passengers. Some of the passengers' faces looked as familiar as they looked displeased. They were. The bus from Great Falls had broken down at 1:30, the replacement bus arrived at 3:30, and by 4:10 the majority of hikers arrived in Cumberland. A banquet took place at the Ali Ghan Club. Speakers included Supt. Kevin Brandt and Cathy Douglas Stone.

Sunday, April 18

After breakfast, we walked to Canal Place for the sendoff ceremony. Cathy Douglas Stone offered us the thought that we are the successors of Justice Douglas's vision of citizens banding together to preserve our wilderness heritage. We proceeded to the terminus, accompanied by bagpiper John Grant, where Cathy Douglas Stone cut the ribbon marking our 50th anniversary hike, and Barbara Sheridan distributed snippets to the hikers. It was sunny and warm, with spring further advanced than in 1994 or 1999. By noon we had shed our jackets. Botany enthusiasts reported many spring flowers; bluebells and trout lilies were already out. Groups of birders compared their avian sightings. Eliane Viner, prepared for a repeat of her 1994 coup, reported a count of 407 turtles. Members of the Bike Patrol were in evidence, as they would be throughout the hike, offering greetings and encouragement. Spring Gap was a spacious camping area; drinking water had been trucked in. Following Donna Boies's nonpareil 1994 recipes, the dinner detail produced lentil stew with kielbasa. We dispensed with a campfire.



Lisa Angstadt Walking through bluebells

Fred Mopsik

Monday, April 19

The morning was chilly, but it was soon warmer. By noon, it was 86°. With the recent rains, the canal, streams and ponds were full, but the towpath was almost totally dry. A nice breeze, mostly at our backs, made hiking pleasant. Again we enjoyed the shale

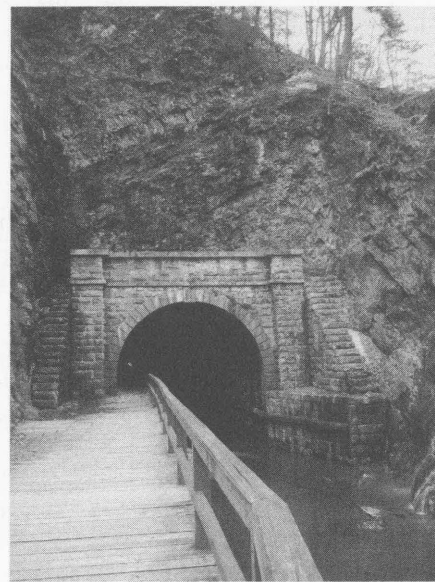
cliffs and the beaver lodge topped with a beautiful stand of daffodils, just upriver from Oldtown. We came across the tombstone of Ashmon Sorrels (*Along the Towpath*, December, 2003). Town Creek HBO being too muddy, we camped at the aqueduct. There was plenty of space, but stretched out over quite a length. The breeze added a challenge to tent pitching. Several campers cooled off with a dip in the creek; others turned to iced beverages. Some used both means. Dinner was chicken chowder. Our first mishap occurred when our duffel truck driver, Mike Lewis, tripped on a tent guy line and suffered cuts and nausea. He was carried on a sleeping bag to Steve Delanoy's truck and thence to the ER in Cumberland. The down bag suffered a rupture, with feathers flying. The night freights across the river were noisy.

Tuesday, April 20

The weather was better, down about 10 degrees. After a breakfast of eggs and hash browns, we started out. Stacey FitzSimmons and I encountered a young man biking cross-country with a broken foot; we directed him back down the Paw Paw Tunnel to find Nona Rowat, a family physician, who assured him he could continue without aggravating the injury. It was so bright flashlights were scarcely needed in the tunnel. At the down stream end, the waterfall flow and the moss it nourished were abundant. There was much saxifrage on the canal bank and the spring beauties were in full bloom. We saw a Canada goose nest right on the towpath with three egg shells, one apparently eaten, the other two hatched. Tent space was tight at Stickpile HBO, suffocating a lot of bluebells. Judie Mopsik and Carol Galaty began a census of the group and reported the statistics after supper. After dinner we made our first campfire, but a vigorous thunderstorm made short work of it. The tarp sagged under the weight of the water, and nearly pancaked Tom Perry's tent.

Wednesday, April 21

Despite the storm, most tents had stayed dry. The morning fog lifted, towpath puddles mostly dried out. The day was warm and humid. The paw paw trees were in full bloom. Many hikers took a break after nine miles at Bill's Place in Little Orleans, its front adorned with a banner welcoming us. Another Canada goose nest was spotted just off the towpath, this one with eight eggs guarded by



North Portal, Paw Paw Tunnel

Fred Mopsik

testy parents. This was our longest mileage day until now, and blisters and other foot maladies took an increasing toll. As Thomas Paine (or was it Thomas Pain?) might have said 230 years ago, "These are the times that try men's soles." We solved the problem of Cacapon Junction's tiny area by having some tents pitched at the lock a quarter mile upstream. No one seemed to mind. I learned I was perilously close to the mean age for male

hikers. Mike Lewis returned to the group, looking better than the feather-infested interior of Steve Delanoy's truck.

Thursday, April 22

Predicted night thunderstorms did not occur. Fortified by a French toast breakfast, we set out for Hancock, a short day (9 ½ miles) compared to Wednesday's 15.8 miles. The weather was again warm and humid, with a few mid-afternoon sprinkles. We passed by Round Top Cement Mill and the Devil's Eyebrow. As in 1999, we camped at Widmeyer Town Park instead of muddy Little Tonoloway. Purists pitched tents; others prepared to sleep in the park pavilion, and many took motel rooms. Quite a few trekked the few blocks to the Laundromat. Dinner, brought to the pavilion by Catering by Caroline, featured minestrone soup, lasagna and chicken cacciatore, a nice contrast to the one-pot camp stews. The freight trains were replaced by semis on nearby US-522. Still, those of us perched on picnic tables appreciated freedom from the confinement of tent walls. It rained hard during the night, but the metal roof kept us dry.

Friday, April 23

Nona Rowat departed for three days, so George Lewis took over the task of minor foot surgeries. Trained as a veterinarian, George had no trouble adapting to two-legged mammals: "Hooves are hooves." Barbara Sheridan's meal arrangements in Hancock were two hits. She had persuaded the Lockhouse Restaurant, not normally open for breakfast, to serve us, and it was superb. Cloudy skies gave way to another warm, humid and tiring day. Preempted from Fort Frederick by a reenactment, many hikers walked up the hill to see the reenactment and enjoy some ice cream. We camped at McCoy's Ferry, which turned out to be very good – spacious, flat, dry with fine river views. We spotted a green heron. Injuries again beset the support staff, as Lou Odom tripped and hurt his back. A rain shower at dinnertime diluted the chili and forced us either to eat standing up or to have a wet fundament. A round of joke-telling followed dinner. Those trying to compete with Leo Snarr got a quick comeuppance. With no trucks, trains to serenade us, or thunderstorms, it was a restful night.

Saturday, April 24

It rained over night and by morning it was cool, crisp and cloudless. Everyone's step seemed lighter, blisters or not, in the near-perfect weather. There were buds showing on the Solomon's Seal, and at Little Slackwater, phlox, columbine and heuchera were blooming on the cliffs. Slowing only to talk to reporters, hikers walked purposefully in anticipation of hot showers, big soft beds, and railings for drying wet gear at the Red Roof Inn. Karen Gray and others were on hand to welcome hikers to Cushwa Basin and shuttle them to the Red Roof, which now offers a washer and dryer. The mid-hike banquet at the American Legion Hall featured stuffed chicken breast and braised beef. President Cerniglia thanked Supt. Kevin Brandt, maintenance chief Bob Hartman and all the NPS staff who had been supporting us. She acknowledged the eight departing first-weekers, the three new second-weekers, and Dorothy Skinner, who registered for the first week but "upgraded" to the full fortnight. U. S. Rep. Roscoe Bartlett shared his vision of a completely rewatered canal, with mule-drawn canal boats plying its full length. Prof. Harold Boyer related his tale of hiking (as an 18-year-old truant) from Fort Frederick to the Potomac Fish and



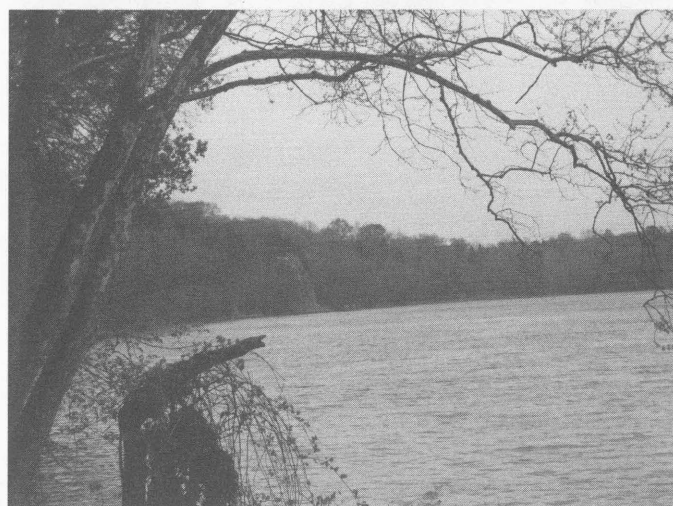
Entrance to Little Slackwater

Fred Mopsik

Game Club with Justice Douglas in 1954. Regis Blahut of the Potomac Fish and Game Club rose to invite us all to lunch at the club the next day. Keynote speaker Mike Spindler of the Cumberland Valley Athletic Club described how his athletes use the towpath for training and as most of a 50-mile ultra-marathon course – yet another way in which our park serves its users.

Sunday, April 25

Our gorgeous weather vanished as suddenly as it had arrived, replaced by leaden skies and predicted rain. Some of us opted for the Waffle House; others chose the Red Roof's minimalist continental breakfast. Heavy rain began during breakfast time. Most hikers went ahead, but laggards were rewarded when the rain stopped around 10:30. Lunch at Potomac Fish and Game Club was a welcome respite. Hikers were treated to hot dogs, beans, potato salad and cake. Regis Blahut and other club members welcomed us warmly. Perhaps this signals a renewed partnership between the club and our Association. An incredible tableau of bluebells around Mile 90 gave way to a narrow and very muddy last mile – thick, gluey mud at the beginning of Big Slackwater. The day's distance was truncated to 11.6 miles due to impassable conditions at Big Slackwater, still unrepaired since the 1996 floods. We were shuttled from the McMahon's Mill at Mile



Big Slackwater

Fred Mopsik

88.1 directly to the Western Maryland Sportsman's Club. After we had enjoyed the \$1 beers and snacks, the club served – table service, no less – a meat loaf dinner and provided a DJ who played mostly gentle dance music. As in 1994 and 1999, we had a choice of outdoor tenting space and indoor floor space. Most chose the latter.

Monday, April 26

We were greeted by another wet morning and a breakfast of sausage, eggs and potatoes. We packed up and trudged off into the rain. Hiking was difficult, with deep puddles and muddy spots. The rain diminished but never ceased. Despite the weather, we spotted wakerobin trillium, false Solomon's Seal, Solomons Seal in full bloom, star-of-bethlehem, and three deer near Snyder's Landing. With the Antietam campground rendered unusable, NPS graciously invited us to bunk at Ferry Hill. This shortened the day's distance by 3.2 miles, a relief to those who do not consider hiking in the rain pleasant. Every carpeted room was covered with sleeping bags. Bare floors were reserved for wet clothing. Those with floor-level heat pump vents found a perfect method for drying shoes. Many listened to a presentation by three members of the Rumseian Society on James Rumsey and his first-ever steamboat (antedating Robert Fulton's by 20 years). The Rumseians have constructed a half-size replica of Rumsey's boat, which was towed to Ferry Hill for our viewing. The rain finally stopped in time for us to sit down to dinner, this one a stew of ground beef with lots of fresh vegetables. Chief Ranger Martin Gallery and his wife Cheryl contributed her three marvelous homemade cakes. Recalling Cheryl's banana and pumpkin breads from the rainiest day of the 1999 hike, I was willing to endure a monsoon if it meant more such goodies. However, the clouds broke, with a sunset not only beautiful, but portending better weather.

Tuesday, April 27

The weather was indeed perfect, a carbon copy of Saturday. We needed that, because we had to make up for the 3.2-mile cut the day before. The almost 19 miles to Brunswick became an endurance feat. The towpath dried quickly, leaving few wet spots. The bluebells that had lined the towpath were finally past their peak. The rain caused high water in the Potomac. Around Harpers Ferry it was an almost deafening torrent, and water was over the lower end of the Brunswick parking lot. At Lock 37, Park Historian James Perry had the lockhouse open for us, and volunteer Barbara Collins entertained us on the banjo. Few hikers were willing to make the Harpers Ferry detour, even for ice cream. For some, Bike Patrol member Norman Liebow, who seemed to be everywhere at once, saved the day, offering ice-cream sandwiches in addition to his usual stock of candy and bottled water. At mile 62 we met a goose with three goslings. A fatigued group of hikers arrived at the Brunswick campground. The wind picked up, making tent pitching difficult, and it became cold. The catered meal, chicken and cole slaw, was delicious. The after-dinner atmosphere was unusually low-key, with nearly everyone sacked out by 8:30. Steve Delanoy had brought extra blankets and sleeping bags for those needing them. The temperature dropped to 30° during the night.

Wednesday, April 28

Hikers faced a cold, drizzly morning, but conditions soon improved. Within 3½ miles, we were treated to doughnuts and

chocolate chip cookies baked, no less, by Lavinia Waskey the granddaughter of lockkeepers at Lander Lockhouse, which has been beautifully restored by a partnership between NPS and the entire Lander community. Bluebells gave way to a splendid lavender bloom, either phlox or not phlox, depending on whom one asked. With restoration work at Monocacy Aqueduct under way, our campsite was Chick Farm, now the property of NPS. The detour from the towpath, billed as a quarter mile, was closer to a mile. The untrodden farm fields were bumpy, and poison ivy demanded vigilance. For dinner it was grill-your-own steak night, a treat for all but the most hardened vegetarians. The dinner detail prepared sautéed vegetables as well. Tent space was abundant in the yard, but the railroad tracks were no more than 100 meters distant, so we endured nocturnal freight noise.

Thursday, April 29

Another sunny day, warm but not humid, beckoned. Meat left over from dinner was cut up and sautéed for a carnivore's delight of steak and eggs. Some hikers lingered at the aqueduct, where rangers and engineers described the restoration work. More lockhouses were open to view. Many took advantage of the little knoll across Whites Ferry Road to rest in the shade and others rode the ferry across the river and back. Ice-cream addicts were disappointed to find the Whites Ferry concession stand closed. Near Sycamore Landing, I encountered Paul Hauck and his wife heading upriver. I told him it was an honor to share the path with him. The shuttle transport to the Izaak Walton clubhouse went smoothly. Only the men's room had a shower, but three intrepid women used it anyway. The menu was the same as in past, beef and real baked potatoes. We pitched our tents on the hillside. Sleeping weather was perfect. The noise from the firing range had abated, as had that from airliners heading to or from Dulles and National Airports. And no freight trains!



Sunset at Izaak Walton

Fred Mopsik

Friday, April 30

With warmer weather, we were pleasantly surprised to find cases of water bottles en route, cached by Steve Delanoy. Steve had also joined us for a few Week 2 evenings and transported an infected toe victim to the ER. The record shows him as a first-weeker only; that is imprecise. Early on I joined Mark Myers, an NPS staffer who works mostly with the mules but has a remarkable knowledge of Canal history. He possesses a level of



Blue heron near Reilly's Lock

Fred Mopsik

polite demeanor almost extinct nowadays, especially among young people. Mark's feet, unaccustomed to 13 miles of flat hiking, needed help, and I was glad to share my Moleskin with him. There was very much to see. The mayapple were in full bloom. The watered sections and rocky cliffs sparkled, and there were several Canada goose families. Day 13 always feels strange. There's another day to go, but arriving at Great Falls has a feeling of finality to it. The pot-luck at the Mopsik's was again excellent. I have never understood how hikers, fatigued and on a short deadline, can come up with such a collective feast. But party animals we weren't; most everyone left before 9 PM.

Saturday, May 1

We gathered at Great Falls at the relatively late hour of 8 AM. After a round of obligatory speeches and group photos, we were anxious to get started. Many day-hiking friends and kin joined us. Bagpiper Matthew Kuldell arrived just after many had departed, but compensated by playing for us at Lock 10. Among the day hikers was Paul "Bigfoot" Tourigny, veteran of the last three hikes. Bigfoot's friends from past hikes were glad to see him with us again. Carol, volunteering with transportation, was assigned to



Kevin Kuldell, Lock 10

Fred Mopsik

sell bus tickets by Old Angler's Inn. She was disappointed to sell only two, one of which was to herself. She got a ride to Lock 5, and we walked from there to Fletcher's. As Justice Douglas's stalwart group had done in 1954, we rode a canal boat from Fletcher's to Georgetown. Any regrets at not hiking the entire route quickly gave way to the thrill of a mule-drawn boat ride. Passers by (all of whom were faster than we) waved greetings. The on-board Kings Park Concert Band played Sousa march-

es and arrangements of 19th-century American songs for us. The boat's brass horn had fortuitously been left next to my seat, and I tooted it frequently when the band wasn't playing. Logan the towpath tag dog, played the percussion with his tail. At the Justice Douglas memorial plaque in Georgetown, there were more speakers, including Kit Kimball of the Interior Department, and Senator Paul Sarbanes, who urged us to keep up our advocacy, especially in the area of budgeting for the Park Service. We then walked the last half mile to Tidelock. The ditch there was now bridged. Many photos were taken, but few gave Milepost 0 the traditional kiss even though the pigeons had left it pristine.

At Pier 7 Restaurant we enjoyed a buffet dinner and received accolades from President Cerniglia and from 1954 veterans Paul Hauck, Robert Estabrook and George Bookman. It gives a sense of humility and of great responsibility that we follow in the literal footsteps of Justice Douglas and these other pioneers. It was a bittersweet moment, saying good-byes to those with whom we had lived so closely for two weeks but might not see again for five years. Though it was a thrill to complete the through-hike, and we could now look forward to healing our feet and other stressed body parts, there were indeed regrets that it was over.



Coming into Georgetown

Alice Gardner

Epilogue

Every time I do the through-hike, the horizon widens. In 1994 it was an athletic feat. In 1999 it was being part of a community, helping each other to overcome malevolent weather and other adversities. I will remember 2004 as the year we hiked not only for ourselves and each other, but for our park, for everyone who uses it and anyone who might, following our example, walk to preserve another area of beautiful wilderness. As evidenced by the news articles citing the 1954 Douglas hike, by the acknowledgment of legislators and other officeholders and by the compliments from bikers we encountered, the 2004 hike did much to focus attention on the park and its preservation needs. But this did not result merely from the stubborn perseverance of 68 certifiable maniacs. None of it would have been possible without the incredible support of many individuals: Supt. Kevin Brandt and the NPS Rangers and other staff, who opened Ferry Hill to us on that rainy day and were always there when needed; Steve Delanoy, Norm Liebow and the many other Bike Patrol members who were there with water, goodies, first aid and encouragement; our support staff, including Chris Cerniglia, Mike Lewis and Lou

Odom, ably handling food and campsite logistics, and Ken Rollins, always ready to give someone a needed ride. Then there were the committee chairs, who worked long hours before and during the hike, and, in particular, Barbara Sheridan, in effect the CEO of the whole business. My only regret is that Carol and I had planned to hike together this year, but health issues forced her to the sideline. I hope she recommits to the 2009 through

hike. That one will be my fourth, tying the record held by, I believe, Dot Geary and Pat Barnett-Brubaker. I told Pat I intend to break her record in 2014; she replied that she hoped to be there when I did so. Wouldn't that be something? We are honored and privileged to be the successors of Justice Douglas and the other pioneers. As long as I have the health and stamina to do so, I will help carry on that legacy at every opportunity. ❀

Remarks of Robert H. Estabrook

Chesapeake & Ohio Canal Hike 50th Reunion

May 1, 2004

Many of you are familiar, I am sure, with the broad outline of how the original memorable hike we celebrate tonight came about. Merlo Pusey, my late colleague on the editorial page of *The Washington Post*, had written an editorial supporting a proposal advanced by the National Park Service to construct a scenic parkway along what was said to be the largely deteriorated and little-used towpath of the Chesapeake & Ohio Canal. Unfamiliar with the remote stretches and unsteeped in the lore of the Canal, I as editor of the editorial page approved what Merlo had written and the editorial appeared in the paper.

We envisaged a low-speed two-lane road with frequent turnouts so that families on a Sunday afternoon drive, shut-ins included, could stop to enjoy the beauties of the scene. But others familiar with the New York - Connecticut area read into the words that we were advocating something like the Merritt Parkway that has become a high-speed commuter artery. They mentioned their concerns to Justice William O. Douglas, and he wrote a letter to *The Post* challenging the editors to hike the 184 miles from Cumberland to Washington. With the concurrence of our superiors at *The Post*, we accepted the challenge.

I personally have never had a more rewarding experience. I remain profoundly grateful to Justice Douglas and to the other participants 50 years ago for stimulating my interest in the environment. The opportunity to meet so many authorities on various aspects of the subject gave environmentalism a new meaning for me.

In particular I enjoyed getting to know Olaus Murie, the renowned Arctic biologist and first president of the Wilderness Society and to talk at length with Sigurd Olsen, the poetic Minnesota naturalist and author of *The Singing Wilderness*, among other books. It was a privilege to meet and hike a few yards with

Benton MacKaye, the progenitor of the Appalachian Trail. Howard Zahniser of the Wilderness Society and his sidekick Jack Durham were delightful and, in Jack's case, indispensable companions, since he supplied much of our food and hauled our gear.

Call it verbal erosion if you will, but the conversations with such people as well as talks with fellow hikers made me begin to doubt whether the position we took in the editorial was right. Plainly it would be a shame to invade unspoiled areas along the towpath. I began to search for compromise that might satisfy both sets of interests -- those of the casual sightseers as well as those who wanted to preserve the sylvan semi-wilderness. My views continued to evolve until the establishment of the C&O Canal National Historical Park settled the matter. I am not sure Merlo Pusey was ever convinced that what he wrote was mistaken, but if he could be here with us tonight I am sure he would rejoice with us in the protection and recreational opportunities offered by the national historical park.

After spending 25 years on *The Washington Post* on the editorial page and as a foreign correspondent, I yielded to what is thought to be the secret ambition of many journalists to own a country weekly. In 1971, with my wife Mary Lou, I purchased *The Lakeville Journal* in northwest Connecticut. Several years later, knowing my love for hiking in the mountains, the Board of Selectmen of the Town of Salisbury, where I live, revived the colonial office of perambulator and entrusted me with the duty of walking the town boundaries at my own pace, presumably to make sure that there had been no aggression from Massachusetts or New York. This gave me an official reason to do what I love to do and incidentally gave a new title to the weekly column I have been writing for 33 years.

Thus I believe that the experience of 50 years ago has been put to good use. I also rejoice that the Appalachian Trail, 14 miles of which pass through Salisbury, is now almost fully protected for its entire length from Maine to Georgia. ❀

Through-Hike Participants

The 2004 Justice Douglas Through-Hike was a rousing success thanks to the tireless efforts of the Through-Hike Steering Committee, the dedicated employees of the C&O Canal NHP, members of the Bike Patrol and an army of C&O Canal Association volunteers. The story of the hike will be told by several others so I will not go into detail here about the glorious weather, the beautiful scenery, the grand historic structures, the

great meals, the fantastic camaraderie or the astronomical number of foot ailments that one can develop on a hike of 184.5 miles.

What I would like to do is acknowledge the 68 hikers who took time out of their busy schedules to participate in this 50th anniversary celebration of "The Hike that Created a Park." Congratulations to you all!

Barbara Sheridan

Two-week hikers (58):
Lisa Angstadt - Gettysburg, PA

Patricia Barnett-Brubaker -
Mitchellville, MD

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Lauren Brubaker - Mitchellville, MD

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 Christine Cerniglia - Rockville, MD
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 Carl A. Linden - Bethesda, MD
 Walter F. Lipski - Cinnaminson, NJ

Larry Mills - Vancouver, WA
 Fred Mopsik - Cabin John, MD
 Judie Mopsik - Cabin John, MD
 Louis A. Odom - Flat Rock, NC
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 Gary M. Petrichick - Belmont, NY
 James R. Preston -
 Mountain Lake Park, MD
 Carol M. Purcell - Boyds, MD
 John Reed - Bethesda, MD
 Mickey Reed - Bethesda, MD
 Tom Reid - Falls Church, VA
 Ken Rollins - Ruther Glen, VA
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 R. Winona Rowat - La Jolla, CA
 Nasra A. Sakran - Potomac, MD
 Barbara Sheridan, La Plata, MD
 Dorothy J. Skinner - Alexandria, VA
 Leo Snarr - Woodstock, VA
 Jack Stickles - Chevy Chase, MD
 Richard D. Stoll - Kensington, MD
 Porter W. Venn - Racine, WI
 Eliane Viner - Durango, CO

John Viner - Durango, Co
 Lorraine Weaver - Leonardtown, MD
 John Wheeler - Washington, DC
 Valerie Wheeler - Washington, DC
 Patricia A. White - Gaithersburg, MD
 Sheila Wickowski - Washington, DC
 Daniel Willard - Bethesda, MD
 Linda Willard - Bethesda, MD

1st week hikers (7):

Steve DeLanoy - Bethesda, MD
 Arlene Drewes - Bethesda, MD
 Pam Lantz - Parkersburg, WV
 Tom Perry - Williamsport, MD
 Marion Robertson - Chevy Chase, MD
 Betsy Williamson - Chevy Chase, MD
 James Williamson - Chevy Chase, MD

2nd week hikers (3):

Dave Lipski - Cinnaminson, NJ
 Sue Lipski - Highlands, NJ
 Elizabeth R. Milner - Annandale, VA



Hike Song 1954

To the tune of "The Erie Canal"

From Cumberland to Washington
 Is one-eight-nine they say;
 That doesn't faze this dauntless band
 It's downhill all the way.

Oh, the mercury was dropping
 And the snow was coming down
 As we stepped out at break of dawn
 And strode to Paw Paw Town.

We hurled ourselves into the storm,
 Our jaws clenched tight with pain;
 No food, no rest- just tortures damned,
 And now they say it'll rain.

Oh the old Potomac's rising,
 No nobler band's come down;
 We'll bleed and die, our cause is just,
 We'll get to Hancock town.

The people swarm around us
 With cookies, fruit and cheer,
 This is the consarned dangdest thing

That ever they did hear!

Last night we took to sleeping out
 Beneath the open skies;
 The ground was hard, the dew was wet
 But the stars were in our eyes!

The duffers climbed aboard the truck
 With many a groan and sigh,
 But something faster passed them up
 The Judge was whizzing by.

The blisters are a'burning
 And the tendon's getting sore,
 While the shutter-boys from Washington
 Keep yelling "Just one more."

The miles are rolling right along,
 We're tough as nails by now;
 We hold our broken bodies straight
 As the Justice takes a bow!

The knees are slowly playing out

The arches start to drop;
 If we had John Brown's body here,
 We'd like to make a swap.

Oh, Rumsey built the steamboat
 At good old Shepherdstown;
 We wish we had the damned thing here,
 So we could steam to town.

Oh, the towpath's licks are standing
 And the tunnel's still intact;
 We know our friends will fight like hell
 To stop the Cadillacs.

Glory to the Immortal Nine,
 The waiting thousands roared,
 The conquering heroes hit Lock 5,
 And hurled themselves on board.

And now our journey's ended,
 Our aches and troubles gone;
 "But blisters heal", so says the Post,
 And memories linger on.



Accompanied by the Past

by Karen Gray

History is the witness that testifies to the passing of time; it illumines reality, vitalizes memory, provides guidance in daily life, and brings us tidings of antiquity. Marcus Tullius Cicero (106 BCE - 43 BCE), Pro Publio Sestio

Pre-Construction Surveys for the C&O Canal

By the second decade of the 19th century, it was becoming clear that the Potomac Company was not only destined to fail financially but also in its goal of making the Potomac a major water route for goods and produce from the valleys and mountains to the west. Despite the company's works, that included improved navigation channels in the river itself and a series of skirting canals by which boats could bypass the worst rapids and falls from the Harpers Ferry area to Georgetown, it was deeply in debt and unable to significantly increase the limited number of days each year when the Potomac was reasonably navigable.

It is not surprising, therefore, that the idea of a continuous waterway up the Potomac Valley officially appeared in 1816 when Virginia's Board of Public Works (VA-BPW)-newly established largely as a result of the efforts of state legislator Charles Fenton Mercer recommended a connection between the Potomac and the Ohio by a navigable canal. Although Mercer moved on to the Federal Congress in 1818 (where he would serve until 1839), on January 8, 1820, the General Assembly of Virginia asked the BPW to examine the waters of the Potomac with a view to building a canal between the Potomac and the Ohio. It is likely that this request was in response to a recent request by the Potomac Company for help in determining how it could best meet the requirements of the company's charter. (Ward, p. 39)

The VA-BPW appointed Thomas Moore to conduct the survey. Moore's was "the earliest survey to determine the practicability of a continuous canal throughout the valley of the Potomac." (Sanderlin, p. 40) In his report, officially submitted December 17, 1820, Moore discussed possible routes from the North Branch of the Potomac (today the main stem of the river) or its tributaries to the Cheat and Youghiogheny Rivers, by either of which he had determined a route to the Ohio at Pittsburgh was possible. His analysis of the Potomac section detailed the amount of fall that would have to be overcome by lockage and it estimated the cost of a canal "from Georgetown to the coal banks above Cumberland" (likely meaning the mouth of Georges Creek upstream from Cumberland) at \$1,114,300. (Bacon-Foster, Appendix F)

This survey led to the establishment of a joint Virginia and Maryland commission that both analyzed the state of the Potomac Company and undertook a new survey led by Thomas Moore (representing Virginia) and Isaac Briggs (representing Maryland). Beginning on July 15, 1821, the Moore-Briggs survey party examined the Potomac from Cumberland upstream to the mouth of the Savage River, from which they sought a route to the

Monongahela. Unfortunately, in September Moore became ill and died after a short illness. Of his death, historian George Washington Ward would write:

The death of Mr. Moore, which followed within a week or ten days after his retirement, undoubtedly marks a turning point in the history of the Chesapeake and Ohio Canal project. Had this able and efficient officer, already an authority on the topography of the Potomac region, lived to give practical and immediate direction to the eager yet half-jealous interest of the states concerned, there is every reason to believe that the canal would have been in operation between Georgetown and Cumberland before 1826. (Ward, p. 43)

In December, Briggs resumed the survey and in a report dated May 3, 1822, he estimated a cost of \$1,574,954 for a canal that would be 30 ft. wide at the surface, 20 ft. wide at the bottom, and 3 ft. deep. (Ward, p. 45) The report was transmitted to Maryland and Virginia on December 19, 1822. On January 23, 1823, the VA-BPW submitted to the Virginia legislature a report based on the Briggs survey that put the total cost "with contingencies" at \$2 million. (Bacon-Foster, p. 209)

On February 22, 1823, Virginia passed a law incorporating the Potomac Canal Company but also requiring Maryland's consent. When the required legislation failed to be passed by Maryland, meetings in support of the canal began to be held, culminating in the great canal convention at the Capitol November 6-8, 1823 (out of which the Chesapeake and Ohio Canal name emerged). The extensive political pressure developing with these events contributed to the passage of the General Survey Act of 1824 that would not only allow the President (at the time James Monroe) to use military surveyors for civilian projects of national interest, but also appropriated \$30,000 to fund such surveys.

Among the first to benefit from the General Survey Act was the proposed Chesapeake and Ohio Canal. By April 1825, four U.S. Corps of Topographical Engineer survey teams were at work – one under Major John J. Abert working along the Potomac (known as the eastern section), two working on routes from the upper Potomac through the mountains to the Ohio (known as the mountain and western sections), and a fourth looking at routes from the Ohio to the Great Lakes (referred to as the Ohio and Erie section). (Ward, p. 78) The latter section would result in a circular navigable waterway from the Chesapeake Bay via the Potomac to the Ohio, the great lakes, and even New York City via the newly completed Erie Canal and Hudson River route.

Maryland finally confirmed Virginia's charter for the canal on January 31, 1825. A preliminary report from the government engineers made on February 14, 1825 that confirmed Moore's opinion that a canal connecting the upper Potomac with the Youghiogheny or Monongahela was practicable, led to Congressional confirmation, signed by President Monroe on March 3,

1825,

The project became financially dubious, however; when the U.S. Board of Engineers final report was submitted to the President on October 23, 1826. That report estimated the cost for a canal 40 ft. wide on the surface, 28 ft. wide at the bottom, and 4 ft. deep, at \$8,117,081.05 for the eastern (Potomac) section, \$10,028,122.86 for the middle section to the Monongahela watershed, and \$4,170,223.78 for the western section down to the Ohio—totaling \$22,275,427.69. (Sanderlin, p. 55)

Concerned that the Board of Engineers estimate for the eastern section was so much larger than the \$4-\$5 million figure being given by canal proponents, a second session of the canal convention was quickly called for December 6-9, 1826 (coinciding with the transmission of the Board of Engineers report by the President to Congress). Participants in this convention set about discrediting the Federal survey by arguing that its estimated costs of labor, masonry, walling, and excavation were excessively high. Additionally, canal supporters undertook to fund their own survey, hiring former Erie Canal engineers James Geddes and Nathan Roberts. The Geddes-Roberts survey and report were completed in 1827 and their estimate of costs for the eastern

section from tidewater to Cumberland was approximately \$4.5 million.

It speaks to the success of the conventioner's strategy, that subscription books for canal company stock were opened on October 1, 1827, and in May, 1828, Congress subscribed \$1 million to the stock of the Chesapeake and Ohio Canal Company. Combined with Maryland's earlier subscription of \$500,000, and \$1.5 million from the three cities of the District of Columbia (Washington, Georgetown, and Alexandria), the C&O Canal Company could then be organized during a meeting of stockholders in Washington, June 20-23, 1828.

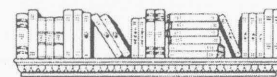
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THE BOOKSHELF



The Grand Idea: George Washington's Potomac and the Race to the West

by Joel Achenbach, Simon & Schuster, 2004

Reviewed by Karen Gray

Before there was the C&O Canal there was the Potomac Company's work on the river; and before the Potomac Company there were multiple proposals and efforts to improve Potomac navigation reaching back to the Ohio Company, chartered in 1748. During that first half century of Potomac navigational improvements, from the late 1740s to 1799 when he died, George Washington was a periodic traveler up and down the Potomac Valley and beyond, an investor in lands and businesses along the way, and a dreamer and promoter of the river's role in America's westward expansion.

When Joel Achenbach tells the story of Washington's Potomac journeys and his life-long commitments of money, time, and power to the region's economic potential, he reveals that Washington was a wilderness adventurer from his days as a callow youth to his final years as a near demi-god. *The Grand Idea* therefore gives us a window into the sheer physical hardiness of this tidewater planter. Intriguingly, it also enlivens the complex mix of personal and national concerns that drove Washington, his

deeply rooted foibles, and his truly-awesome ability to learn and mature in wisdom and ethics.

It is no mean task to bring Washington to us not as the commander of the military effort to win independence, or as the nation's first president, but rather as a man with real and intimate familiarity with the western wilderness, a patriot's dream for its future, and a businessman's hard-headed realization that a people can't flourish until certain crucial improvements are in place. Achenbach's lively and immediate style will bind his readers to the book until it is finished. But for those who love the C&O Canal, it will also reveal and clarify that wellspring of vision and energy that culminated in the crucial 12-year effort of Charles Fenton Mercer (who had dined with Washington at Mount Vernon) to bring the C&O Canal Company into existence and then guide it through its first five years of construction.

One can't even begin to understand the reasons for the Chesapeake and Ohio Canal without understanding George Washington's vision and the beginnings in the 18th century of the race to provide reliable and efficient routes into and through the Appalachians. C&O Canal users and supporters owe Achenbach a debt of gratitude for what is both a rollicking good story and a much-needed contribution to Potomac valley history that is destined to become a classic. ❁

FROM THE ASSOCIATION

From the President

Sleeping Among the Bluebells

Once again I have had the unique experience of being part of a Through-Hike. Every five years since 1974, the C&O Canal Association has organized a hike from Cumberland to Washington, DC to honor Justice William O. Douglas. In 1954 Justice Douglas challenged some of the local Washington, DC newspaper editors to take a walk with him and find out why he disagreed with their support of making a parkway out of the Old Ditch. The hike that we participated in this year had a theme to celebrate the 50th anniversary of The Hike That Created a Park.

One of the unique things about this hike is that we go from Cumberland, where it is still early spring with very few leaves on the trees and in the two weeks as we walk to Washington spring becomes full blown. One of the Hiker-biker sites that we stay in is covered with blooming bluebells. The first hike that I participated in 10 years ago the site was also covered in bluebells and then again 5 years ago. This time there seemed to be even more. Perhaps having all the hikers and tents there just makes them bloom more.

Kevin Brandt and Bill Justice of the National Park Service and their staff did everything they could to make our trip memorable. From flyers for each days hike to alert us to interesting and historical sites, to fresh, clean porta potties to dry firewood, they took very good care of us. One of the highlights of the trip for me was the canal boat ride into Georgetown. From Fletcher's boathouse to Georgetown, we were entertained by a band that played music that would have been popular during the Canal's operating days. We listened and sang and had great fun.

Just before we entered Georgetown, there were balloons and yellow tape that gave us all a visual concept of the size of the proposed Georgetown University Boathouse. Looking at pictures does not give the same effect that those props did. Thank you to the folks who gave us that visual effect. I have been calling it the Behemoth Boathouse for some time but even I didn't know the effect that it would have on our park.

If you missed participating in the hike this time, plan to join us in 2009.

Christine Cerniglia



The Editor

Now that the 50th anniversary hike is over, there is the feeling that I have had many times before; it happened too fast. Where did it go? There is the same sense of accomplishment and even disappointment that it is over, never to be repeated.

The newsletter can prolong the celebration; there is still enough material to make significant contributions. That will happen in the next two issues. It will help prolong some of the memories.

This hike was quite different for me from the previous two. I know the Canal quite well and there are not too many surprises around the next bend. I even know just how much more there is to that bend. This walk was more a return to old memories than new discoveries. I knew that the walk itself was not an insurmountable challenge; like all discoveries, the first time is always the most difficult.

The hike also was a reconnection to the Douglas story with respect to the Canal and everything else that Justice Douglas represented to me. It is the politics and the history of the United States, and Justice Douglas was a major player in the events of the twentieth century. He did help make this country special. In environmentalism alone, our parks became the envy of the world. It was an honor to follow in his footsteps and I could tell that I was not alone. The final two mile boat ride, mimicking the original hike, was both joyous and emotional.

The ending is also a reminder that the C&O Canal NHP is always under attack and always will be. The land is desirable, and there will always be the temptation to use it for private purpose. The Georgetown Boathouse might not be a parkway, but in other ways can be more threatening. It is the first development inside park boundaries since its formation and the first that will adversely impact the park's scenic views. In one spot a scenic view of the Potomac will be lost from the towpath. Will it happen again?

The membership can play an important role in this outcome. Make sure that your opinions are heard. It might make a difference. Justice Douglas would be proud.

Fred Mopsik



Help Wanted

Sales Manager for C&O Canal Association. This important volunteer position requires a detail-oriented person who will maintain the physical inventory and written records of items for sale, provide or monitor storage locations, distribute and sell items, arrange for restocking, and work with other volunteers to develop a viable sales process. Contact Chris Cerniglia 301-340-6361 or Pat White 301-977-5628



Heritage hike in November

The November Heritage hike will take place November 6 from Pearre to Little Orleans with lengths of 5 miles and 10 miles.

Mark your Calendar for this event.

ACROSS THE BERM

Eugene William Bergman

April 22, 1921 – May 9, 2004

Gene Bergman died May 9, 2004 at Cambridge Ohio at the age of 83. He enlisted in the Army Air Corps in World War II, and at the banquet in Cumberland before the through hike ten years ago, presented Hal Larsen a photo of Hal parachuting as a paratrooper; they had taken part in the same action. Gene was the national treasurer for the American Legion Historians and acted as a volunteer in many organizations. In Idaho, he was an inspector of trout streams to protect them from logging damage and served on the Board of Directors of a group in Boise making the outdoors accessible to the handicapped.

Gene took part in the first two through-hikes I participated in and quickly became famous for the two flags hat he carried on his back pack, the C&O Canal Association and the American flag. Judie and I spent many days walking together with him on the hikes, talking about the Canal and Idaho, where he was living. He celebrated his birthday on these hikes and we were looking forward to meeting up again on this 50th Anniversary hike. Gene was too, but fell ill 8 weeks before it took place and died on May

9, 2004.

Fred Mopsik



Donald Edwin Shaw

August 6, 1924 – May 14, 204

Donald Shaw died of a stroke while on a cruise between the Azores and Madeira, Portugal. Don was a retired senior program analyst at the Department of Energy and was a decorated World War II pilot flying a B-26 Marauder, with 42 missions in Europe and seven over China and Japan. His unit was known as the Flying Circus.

On his 21st birthday, he was in the skies over southern Japan when he saw the Atomic bomb explosion. He served stateside in the Air Force reserves during the Korean War and retired from the reserves in 1984 as a lieutenant colonel. He received five awards of the Bronze Star and the Air Medal.

Don, along with his wife Helen, was an active member of the C&O Canal Association and participated in two through hikes. He was also a member of the Izaak Walton League.. He not only enjoyed hiking but also cross-country skiing and was an amateur geologist. Don helped to introduce Judie and myself as to what to expect on our first through hike.

Fred Mopsik



THE ASSOCIATION WELCOMES NEW MEMBERS

| | |
|-----------------------------|----------------------|
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| Cathi BECK | Berkeley Springs, WV |
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CONTRIBUTORS TO ASSOCIATION FUNDS

With deep appreciation, the C&O Canal Association acknowledges the following who have generously contributed to the C&O Canal Fund, Widewater Fund and Davies Fund since the last report in *Along the Towpath*. The C&O Canal Fund is a revolving fund to support current projects and programs in and for the C&O Canal National Historical Park. Contributions to the Widewater Fund will be used to restore the towpath in the Widewater section of the canal below Lock 15. The Davies Legal Fund is a reserve to cover legal costs to defend the canal against threats to its environmental integrity. Contributions received after 15 February will be acknowledged in the next issue of the newsletter.

William H. ALKIRE
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❁ NATURE NOTES ❁

Fred Mopsik

The invasion of the cicadas is now over, as harmless as I remember from the last time and with the same visual evidence as before. There are now many trees with down-hanging brown tips to the branches. The damage is clearly not very great.

Reaction has been very extreme from predictions of dire consequences to cicada watches on the radio and newspapers. There have even been attempts to explain why they have 17 year and 13 year cycles, both numbers being prime and divisible only by one and themselves. The speculation did involve breeding success and predator avoidance, so there was a scientific flavor to it. Unfortunately, the arguments seemed only speculative and were not very convincing, so one of the bigger mysteries of nature remains just that – a mystery.

My biggest problem has been saving my hearing from the din as I walk down to Lock 8 and onto the towpath. Surprisingly, perhaps, is that Logan, with his very sensitive ears does not seem to even notice.

Cicadas, while large, do not seem to be very threatening and, at times, try to imitate a parrot, landing on my shoulder as if they wanted to be a pet. One even stayed there when I went shopping in Whole Foods, and an employee in the meat department happened to notice it.

The cicadas came soon after I returned from the Douglas Hike where the vagaries of nature also were apparent. From my experience with the previous two hikes, I expected the first week at least to have some very cool days, needing a good warm fleece layer, and the bluebells to appear toward the second week. The surprise was that the first week was so warm that I had a few dehydration problems, the bluebells were gone by the second week and I needed my fleece only one morning, in Brunswick. The water, so thoughtfully brought by the Bike Patrol, was very welcome. So were the chances for ice cream, even if one time it meant walking to Harper's Ferry on day that was almost a 20 mile walk.

The weather was so warm, that I was a little uncertain at times if my decision to use a rain poncho was the correct one. It became so warm that I was almost as wet inside as it was outside. I would then remember what had happened five years ago when I had hypothermia and had not recognized it. My breathable rainwear had soaked through, and while it was not that cold, the heat conduction was all it took. This year, I looked up the subject before I left, and in one of the hiking websites, it mentioned that wet gear in temperatures in the 70's is all it takes. Fortunately, there was a shower at the end of each of the bad days, so I quickly

recovered for the next day.

The wildflowers came and went very quickly, for the most part, so there did not seem to be as many varieties as last time. There was a good stand of jeffersonia, but the large patches of trout lilies were not visible. It was also fully green from the start.

Animals were more readily visible, in contrast. Canada geese were already nesting, some along the towpath. A wild turkey crossed the towpath, not to mention a deer and a fox. A barred owl looked over the hike at one point. The canal prism had water in it for much of the trip, and beaver and muskrats were seen along the way. Snakes and turtles were very common.

The hike, celebrating the 50th Anniversary of the original Douglas hike, had an excitement in it that was different from the earlier ones. Even the river seemed to realize this with its scenic and sometimes noisy flow for the entire hike. The boat ride from Fletcher's into Georgetown added to it, even if it showed how a human can walk faster than a towed boat quite comfortably. The slowness of the ride had economic consequences, even from the days when it was built, which is why our beloved canal was never an economic success and doomed before it was finished.

It was also warm enough to show how a dog, Logan could not keep up very easily with us in the warmth, having inadequate means for heat dissipation for long tasks. Bipedalism does have its advantages. Many years ago, I learned that in the early 19th century, a person could cover about as much distance on foot as on a horse, and towns arose about a day's journey apart, about 20 miles. Rockville, MD and Washington, DC were a day's journey apart. Early's march on Washington from the Monocacy fell a little short, ruining the surprise and allowing Union troops to gather and repel the invasion.

The hike showed how true this was as well as showing at the same time how much distance a person can actually cover and perhaps why early populations spread as fast as they did. After my first hike, when I drove to New York, it became fun to imagine where I would be on an equivalent hike along the way. It was quite impressive.

If there was any down side to the trip, it had to be seeing the demonstration just before Key bridge. There, opponents of the Georgetown University Boathouse showed just how big it would appear from the towpath with a yellow ribbon demonstrating its length and balloons its height. It may not be a parkway, but it is, in this spot, at least, as intrusive. I had to think that Justice Douglas would have been very angry, and I would have had good company. ❁



Level Walker Chair Bill Burton

Many Level Walkers made a special effort to check out and spruce up their level just prior to the 2004 Douglas Through Hike. It really made a difference; the Park was in great shape for the hike! The Level Walker's volunteer work is always appreciated and especially, in this case, by the hikers during the through hike. Many thanks for all the support from the Level Walkers. So far this year 70 reports, covering 42 levels, have been received. This leaves only 27 levels not yet reported on during 2004.

Highlights from the reports received from mid February through May:

Level #1: *Tidelock to Incline Plane*; 3/13, 3/25, 4/2, 4/8, 4/24, 5/6, 5/22, 5/28, **John Barnett** noted a 7' high fence has been constructed behind Thompson's Boathouse which requires going around the front of the boathouse to access the zero milepost. He also reported a film company working around the Lock 3 area.

Level #2 *Incline Plane to Lock 5*; 4/17 **Bill Quinn** encountered many people on the Multiple Sclerosis walk and noted a fine looking interpretive sign had been installed just below Lock 5.

Level #4: *Cabin John Creek to Lock 14*; 3/27, **Carolyn Reeder** noted erosion beyond Milepost 8 and just downstream from Lock 11, as well as invasive plants growing in the area. 2/18, 4/15, **Fred and Judie Mopsik** noted that the islands in the Potomac just above Lock 8 were still under water.

Level #5: *Lock 14 to Bridge at Cropley*; 4/22, **Bobbie Thorberg** noted several areas with erosion and encountered numerous hikers and bikers. 3/20, **Jan and Jim Heins** encountered quite a few people on the towpath and noted that for a change, all the dogs were on leashes.

Level #7: *Great Falls Tavern to Swains Lock (21)*; 4/10, **Alan and Becky Hedin** reported a ranger at Great Falls had a spotting scope focused on a nesting bald eagle. Level #10: *Seneca Aqueduct to Milepost 25*; 3/5, **Carol Purcell** spotted two young striped snakes near the turnaround basin and noted that some of the muddiest areas on the towpath had been filled in by Park Service.

Level #11: *Milepost 25 to Sycamore Landing*; 2/19, **Sandy and Marv Kahn** spotted a log that had been torn apart by something with large strong claws.

Level #12: *Sycamore Landing to Edwards Ferry*; 3/4, **Don and Judy Plumb** reported

a small sinkhole at mile 30.3 and a wash-out of the towpath at mile 28.3 which was still passable by vehicles. 3/13, **Stephen Pollock** reported typical signs of bonfires in middle of parking area at Sycamore Landing.

Level #13: *Edwards Ferry to Harrison Island*; 3/13, **Stephen Pollock** noted the level was generally clean and everything is ready for spring!

Level #14: *Harrison Island to Whites Ferry*; 4/17, **Martha Shannon** sighted wood ducks, woodpeckers and a wonderful assortment of spring flowers.

Level #16: *Woods Lock (26) to Monocacy Aqueduct*; 4/17, **Michael Ciansiosi** noted that erosion at the Little Monocacy culvert was beginning to creep into the towpath.

Level #17: *Monocacy Aqueduct to Nolands Ferry*; 5/23, **Eric Wentworth** encountered a group of Russian youngsters from the Washington area camping at the Indian Flats Hiker-Biker. 4/10, **Richard and Anita Stoll** had some fishermen point out a car located in the water 200 yards south of Nolands Ferry. Frederick Fire and Rescue responded to the 911 call and determined no one was in the car.

Level #18: *Nolands Ferry to Point of Rocks*; 4/10, 4/27, **Gaye and Jed Tucker** noted that the masonry in the pivot bridge abutments was being re-pointed and reported the door on the trash bag dispenser at Calico Rocks H-B had fallen off and was lying on the ground.

Level #19: *Point of Rocks to Catoclin Aqueduct*; 5/19, **Marlow Madeoy** observed that a sawn off tree trunk near mile 49 had been inscribed with a Biblical quotation.

Level #22: *Lock 31 to Lock 33*; 2/29, **Lisa Angstadt** removed a large amount of trash and commented there were 25 vehicles in the Weverton parking area on a very busy day on the towpath with hikers, bikers, joggers, kayakers, and riders on horseback enjoying the park.

Level #23: *Lock 33 to Dam #3*; 4/20, **Mike Landrigan and Julie Atkins** promoted the Association's Level Walker program to group of 10 visitors on a tour conducted by a ranger. They received applause for their efforts and the ranger explained that the Douglas Through Hike was in progress and would be passing through in a couple of days.

Level #24: *Dam #3 to Dargan Bend*; 3/23, **Ron Howard** removed four large bags of trash, mostly between the canal and Back Road.

Level #25: *Dargan Bend to Lock 37*; 4/27, **Don Juran** reported the towpath in excellent condition and the river level at the highest ever seen.

Level #26: *Lock 37 to Antietam Aqueduct*; 5/8, 5/29, **Jack and Karen Forster** spotted a huge mushroom about 2 feet wide near the halfway point of the level and removed a light blue divers-style tank, but found little other trash.

Level #27: *Antietam Aqueduct to Shepherds-town Lock (38)*; 3/24, **Roy Shilling and Marce Tissue** reported that the Park Service was spreading and rolling gravel in some washed out spots on the towpath.

Level #29: *Lock 39 to Snyders Landing*; 5/14, **Jack Magarrell** talked to a camper who said he was on a bike trip for the first time to fight his degenerative arthritis.

Level #32: *Marsh Run Culvert to Dam 4*; 3/28, **Dave and Kathy Peterson** removed a large amount of trash, including an old car battery.

Level #33: *Dam 4 to McMahon's Mill*; 5/9, **Karen Gray** accompanied by **Norma Hendrickson** reported it appears that NPS is not going to maintain the towpath between the inlet lock and the barrier at Big Slackwater. This may allow better use of scarce resources in other areas that are more utilized by visitors.

Level #34: *McMahon's Mill to Opequon Jct. Hiker-Biker*; 5/30, **Karen Gray** noted a

tree had broken off about six feet up and fallen across the towpath at mile 88.6, and observed a fisherman who had caught several large catfish. 4/14, **Tom Perry**, assisted by **Gary Naugle**, reported flooding at the lower section and an unusually large amount of trash in the remote section.

Level #35: *Opequon Jct. Hiker-Biker to Lock 43*; 3/27, **Dave Engstrom** noted Park Service had closed a section between miles 88 and 89 because of two washouts. Also the missing sign at the Lock #43 had been replaced.

Level #37: *Falling Waters to Lock 44*; 4/7, 4/16, **Russ Meinke** reported finding 2 propane tanks and a plastic 55 gallon tank. He notified NPS and they responded quickly to remove the potential hazards. Level #39: *High Rock Quarry to Nettle RR Bridge Piers*; 4/7, 4/15, **Jean Swank** spotted two beautiful wild turkeys that ran along the towpath before taking flight and encountered a flower photographe, and numerous bikers.

Level #40: *Nettle RR Bridge Piers to Dam 5*; 4/7, **Bill Hibbard** removed 9 bags of trash and noted that the towpath was now in good shape for the Douglas Through Hike.

Level #41: *Dam 5 to Four Locks*; 4/16, **B.K. Lunde** reported seeing many different kinds of wildflowers and noted that a steel garbage can was in the canal just below Four Locks.

Level #42: *Four Locks to McCoy's Ferry*;

4/17, **Diane Summerhill** spruced up the level prior to arrival of the Through Hikers and noted the numerous flowers in bloom, especially all the violets.

Level #43: *McCoy's Ferry to Fort Frederick*; 3/20, **Karen Gray** reported an unusual amount of water in the prism from mile 110.9 all the way to Big Pool and observed numerous species of birds including two summer tanagers.

Level #44: *Fort Frederick to Ernstville*; 5/14, **John Bowman** commented on the high water level at Big Pool and large amount of water coming out of the culvert at mile 114.43, possibly leaking from the canal.

Level #45: *Ernstville to Licking Creek Aqueduct*; 3/6, **Joe Kochenderfer** reported Licking Creek was running well after all the rain and encountered a small herd of deer.

Level #46: *Licking Creek Aqueduct to Little Pool*; 4/17, **Margie Knott** encountered a biker resting peacefully in a hammock at Licking Creek H-B and observed a piliated woodpecker.

Level #47: *Little Pool to Hancock*; 5/1, **Carroll** and **Phyllis Yingling** noted that on a beautiful spring day there were many wildflowers blooming and numerous birds.

Level #48: *Hancock to Round Top Cement Mill*; 4/6, **Pat Hurline** encountered a couple with a small boy starting out on a three day bike trip and commented that the paw paw trees seemed to have more blooms than usual this year.

Level #51: *Dam 6 to Sideling Hill Aqueduct*; 4/17, **John Popenoe** encountered a Boy Scout troop with about a dozen canoes coming down Sideling Hill Creek and taking out at Pearre landing.

Level #53: *15 Mile Creek Aqueduct to Lock 59*; 3/27, 5/20, 5/22, **Mary** and **Steve Huebner** removed fallen branches from the towpath and noted that the water level was very high, with the lower parking area at Fifteen Mile Creek flooded.

Level #54: *Lock 59 to Lock 60*; 3/20, **Dennis Kubicki** noted there large amount of debris between Little Orleans and Lock #59 and suggested a group cleanup party.

Level #55: *Lock 60 to Culvert #208*; 5/8, **Karen Gray**, accompanied by **Norma Hendrickson**, spotted a beaver curled up and sleeping in a sunny spot on the berm side. While he watched the walkers go by, the beaver did not seem be disturbed by the interruption to his nap.

Level #60 *Opposite Little Cacapon to Town Creek Aqueduct*; 5/10, **John** and **Judith Lilga** spotted an immature bald eagle sitting in a dead tree between miles 161 and 162. It flew off as they got closer.

Level #64: *Kellys Road Culvert to Spring Gap Rec Area*; 4/10, **Kris Feldmeyer** assisted by wife **Sandy** and niece **Miranda** removed four bags of trash and remarked that pulling a wagon along really helped with the trash removal.

Boathouse News

Much has happened with the Georgetown University boathouse. This even included a demonstration at the end of the Douglas Memorial Hike. As the canal boat passed he spot where the Boathouse is scheduled to be built, a yellow ribbon showed the length and balloons showed the actual height. It clearly demonstrated the impact of the boathouse would be on the towpath, just where Key Bridge comes into view.

Other activities include a suit filed to reverse the zoning allowing the construction of the boathouse after the landswap. The Defenders of Potomac River Parkland have been actively petitioning members of Congress, Reps. Bartlett, Moran, Norton, and Van Hollen to demand a full federal EIS on the project.

Currently NPS is trying to use a historic review in place of the EIS. It is an attempt by NPS and Georgetown University to make the boathouse even bigger than originally allowed for, which is already too big. There is a public meeting at Thompson's Boathouse on July 6 and a record for public written comment held open until July 19.

Legitimate comments include visual impairment from the canal, proximity to it and destruction of its historic and public character. While the discussion is supposedly limited to the increase in size, the original has the same problems, so any comments can be made accordingly, explicitly mentioning both. Comments can be made before July 19 to:

Ms. Sally Blumenthal
Deputy Associate Regional Director
Lands, Resources, and Planning
National Capital Region, National Park Service
1100 Ohio Drive, SW
Washington, D.C. 20242
Fax # (202) 401-0017
Sally_Blumenthal@nps.gov

For those who wish to be alerted in the future to meetings and other important dates, send a blank email to fred.mopsik@verizon.net with a subject line of "boathouse." Your participation is needed and will be noticed.

A current flyer follows.
Fred Mopsik

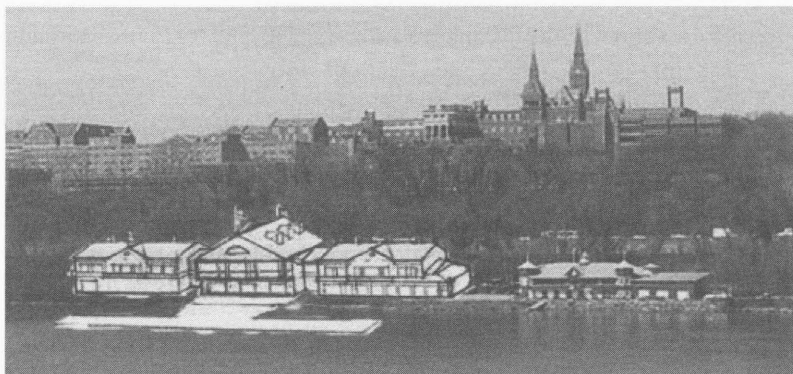


Who would dream of shoehorning the largest Collegiate Boathouse on the East Coast into a narrow, fragile and busy public recreational corridor, on C&O Canal Parkland a few feet from the Capital Crescent Trail?

Without an EIS?

Without any engineering analysis and "no concerns for the Canal"?

Without a good reason?



The Boathouse would be:

33, 200 square feet

280 feet long

51 feet tall 85 feet wide

So big it is:

22 feet above the Canal

12 feet above Canal Road

7 feet from the river

25 feet from the Canal

Call or write Secretary of the Interior, Gale Norton and the Director of the NPS, Fran Mainella at Fran_Mainella@nps.gov, (202) 208 4621 and tell them to call it off!

1. What Is The Issue? The Public Will Permanently Lose C&O Canal National Historical Park Property To A Private Entity

- The development sets a precedent for loss of other publicly owned sites and parkland to a private entity.
- The boathouse will be the first structure to be built in the C&O Canal National Historical Park (C&O NHP) since the founding of the park. The land is being swapped for unbuildable "marshy bottomland" upstream.
- The land at this location forms part of a busy and narrow public recreational corridor of the C&O NHP, the Potomac Gorge and the Capital Crescent Trail, valued by hikers, bikers, boaters, historians and others.

2. The Environmental Assessment and Finding of No Significant Impact (FONSI) that the NPS issued in 1995 was only for the land swap –NOT for the boathouse, and only for part of the land being swapped! The splitting of the EIS is against Federal Regulations (40 CFR 1508) and flies in the face of common sense. How can NPS even think of proceeding without knowing the implications and impact of the building?

3. No engineering analysis exists to show that the C&O Canal won't collapse because of the construction. Georgetown University stated **"We don't intend to build a retaining wall"** -that does not inspire confidence.

4. Why the Bloat? Even if a Boathouse is appropriate for the site, what happened to the 4,000 square foot boathouse that NPS agreed to place on the site in 1986? Do 150 University students really need a 33,200 square foot "Taj Mahal"? Where's the public interest?

5. Who Opposes The Current Location And Size For The GU Boathouse?

- Defenders of Potomac River Parkland Includes: American Canoe Association, American Whitewater Association, Audubon Naturalist Society, Canoe Cruisers Association, C&O Canal Association, Coalition for the Capital Crescent Trail, DC Chapter of the Sierra Club, League of Women Voters of the District of Columbia, National Parks Conservation Association, Potomac Pedalers Touring Club, Washington Canoe Club, area citizens and residents of communities adjoining the Park (Georgetown, Palisades, and Foxhall Village).
- Significantly the **C&O Canal NHP Presidential Commission** voted unanimously against the size and height of the structure.

6. What Can You Do?

- Contact your Congressional Representative and Senators: www.house.gov, and www.senate.gov (Suggested individuals: US Senate -Honorable Susan Collins, Barbara Mikulski, James Jeffords, Craig Thomas; House of Representatives -Honorable Roscoe Bartlett, Tom Davis, Jim Moran, Eleanor Holmes Norton, Richard W. Pombo, Charles Taylor, Chris Van Hollen) Tell them to investigate the land swap and boathouse
- Contact the National Capital Planning Commission, info@ncpc.gov, tell them to vote no to the expansion!
- Contact Secretary of the Interior Gale Norton, 1849 C Street, NW, Washington DC, 20240
- Contact the Director of the National Park Service, Fran Mainella (Fran_Mainella@nps.gov, 202 208 4621) Tell her it's your park and you care!
- Contact the Archdiocese of Washington: Bishop Kevin Farrell, chancery@adw.org and ask him if this is what GU is really all about.
- Contact Sally Strain, Defenders of the Potomac River Parkland, seawalk@starpower.net if you'd like to get involved.

Ask them to please stop the transfer of C&O Canal NHP land to Georgetown University for the construction of a private boathouse.

CALENDAR OF UPCOMING EVENTS

| DATE | DAY | EVENT |
|------------|----------|--|
| Jun-Aug | Sat, Sun | Lockhouse 75, North Branch. Volunteers are needed to staff the lockhouse each weekend and provide visitors with park and association information. Contact William Bauman at 540-888-1425, wdbaum@visuallink.com. |
| Jul 10, 11 | Sat, Sun | Canalfest in Cumberland. Contact 1-800-989-9394 in MD, 301-724-3655 outside or www.canalplace.org. |
| Jul 17 | Sat | *Canoe trip at Brunswick. Contact Sonny DeForge, 301-530-8830 or Carl Linden, 301-229-2398. |
| Jul 24, 25 | Sat, Sun | *Introduction to Bike camping, in the western section. Contact Tom Perry at 301-223-7010. |
| Aug 1 | Sun | Board Meeting, Glen Echo Town Hall, 1:00 PM. |
| Aug 28, 29 | Sat, Sun | C&O Canal Days in Williamsport. Contact Tom Perry, 301-223-70010, leper@erols.com. |
| Sept 11,12 | Sat, Sun | *Paw Paw Bends Canoe trip. Contact Barbara Sheridan 703-306-6549 or Carl Linden, 301-229-2398. |
| Sept 11,12 | Sat, Sun | Hancock Apple Days. Contact John Popenoe, 301-678-6379. |
| Sept 11,12 | Sat, Sun | Sharpsburg Heritage Festival. Contact Charlotte Loveless, 301-733-7611. |
| Sept 19 | Sun | Continuing Hike Series. Meet at Ferry Hill parking area, 10:30 AM. Contact Pat White at 301-977-5628. |
| Oct 3 | Sun | Board Meeting, Williamsport Memorial Library, 1:00 PM. |
| Oct 6-11 | Wed-Mon | *Annual Through Bike Trip, Cumberland to Georgetown. Campers and Motel People. No sag wagon. Limited registration. Contact Tom Perry, 301-223-7010. |
| Oct 30 | Sat | *Continuing Hike Series. Meet at Great Falls Tavern, 12:00 Noon Contact Pat White, 301:977-5628. (Section A, Billy Goat Trail) |
| Oct 30 | Sat | Potluck cookout at Carderock, 4:00 PM. Contact Pat White, 501-977-5628. |
| Oct 30 | Sat | Life and Death on the C&O Canal, Great Falls Tavern. Time TBA. Witness dark but actual events which took place, portrayed by park Service staff, volunteers, and reenactors. |
| Nov 6 | Sat | Heritage Hike at Little Orleans. More information in later issues. |
| Nov 21 | Sun | Continuing Hike Series. Meet at Balls Bluffs in Loudon County, 10:30 AM. Contact Bill Burton, 703-306-6303 (work number). |
| Dec 4 | Sat | Frostbite Hike. Meet at Fletcher's Boat House, mile 3, 10:30 AM. |
| Dec 5 | Sun | Board Meeting, Glen Echo Town Hall, 1:00 |
| Dec 12 | Sun | Carol Sing at Great Falls Tavern, 1:00 PM. |
| Dec 31 | Fri | New Year's Eve Hike at Monocacy Aqueduct, 2:00 PM. Contact Pat White, 301-977-5628. |

* A signed Waiver and Release will be required for these activities. The Waiver and Release will be provided at the time of the activity.

Along the Towpath is published in March, June, September, and December by the C&O Canal Association (COCA), P.O. Box 366, Glen Echo, MD 20812-0366. Articles for publication should be received by the 15th of the month prior to publication. Electronic submissions are encouraged. Please send articles to:

Frederick I. Mopsik, Editor
Along the Towpath
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 Cabin John, MD 20818
 fred.mopsik@verizon.net

Membership in COCA is open to all persons with an interest in the C&O Canal, the C&O Canal National Historical Park, and the Potomac River Basin. Annual membership dues are \$15 individual, \$20 family, and \$25 patron, are assessed on a calendar-year basis and include a subscription to the newsletter. Dues should be mailed to the C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812-0366. COCA is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code and all contributions are tax deductible to the extent possible. A copy of our current financial statement is available upon request by contacting C&O Canal Association at P.O. Box 366, Glen Echo, MD 20812-0366 (telephone 301-983-0825). Documents and information submitted to the State of Maryland under the Maryland Charitable Solicitations Act are available from the Office of the Secretary of State for the cost of copying and postage.

COCA maintains a home page at <http://www.CandOCanal.org>. The COCA Webmaster is Matthew James Teigen, barnacle@freeshell.org. COCA also maintains a telephone for information and inquiries at (301)983-0825.

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| | |
|------------------------|---------------------------|
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| Projects | Carl Linden |
| Environmental | Peter Whitney/Fred Mopsik |
| Level Walkers | Bill Burton |
| Festivals | Rita Bauman |
| Programs | Sonny DeForge |
| Nature | Peter Whitney |
| Membership Coordinator | Barbara Sheridan |
| Editorial | Frederick I. Mopsik |

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Editor: Frederick I. Mopsik (301)320-2111

Associate Editors: Dave Johnson, Don Juran, Carl Linden, Nancy Long, Judie Mopsik, Ken Rollins

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DIRECTORY C&O CANAL NHP

Telephone Numbers and Personnel

| | | |
|---|---------------|----------------|
| C&O CANAL NHP HQTRS | (301)739-4200 | |
| 1850 Dual Highway, Suite 100, Hagerstown, MD | 21740 | |
| Superintendent | (301)714-2201 | Kevin Brandt |
| Acting Asst. Superintendent | (301)714-2201 | Vacant |
| Chief Ranger | (301)714-2222 | Rob Danno |
| Admin Officer | (301)714-2204 | Jeannie Denk |
| Chief, Natural and Cultural Resource Mgt Branch | | |
| | (301)714-2231 | Tina Orcutt |
| Chief, Interpretation | (301)714-2214 | Bill Justice |
| Public Affairs Assistant | (301)745-5804 | Kathy Sholl |
| Special Permits | (301)714-5817 | Donna Swauger |
| Chief of Maintenance | (301)714-2216 | Bob Hartman |
| Partnerships Coordinator | (301)714-2233 | Vacant |
| Volunteer Coordinator | (301)714-2238 | John Noel |
| Engineer | (301)745-5818 | Dan Copenhagen |

Palisades District

| | |
|---|---------------------------|
| 11710 MacArthur Blvd, Potomac, MD 20854 | |
| District Ranger | (301)767-3720 Keith Kelly |
| Supv Ranger-Fee Collect. | (301)299-3603 Vacant |

| | |
|--|---------------|
| Georgetown Visitors Center | (202)653-5190 |
| 1057 Thomas Jefferson St., NW Washington, DC 20007 | |
| Sup. Ranger - Interpretation | Kathy Kupper |

Great Falls Tavern Visitor Center

| | |
|--|--------------------------|
| 11710 MacArthur Blvd., Potomac, MD 20854 | |
| Great Falls Tavern Information | (301)767-3714 |
| Sup. Ranger - Interpretation | (301)767-3702 Rod Sauter |

The Palisades District begins at Milepost 0 (Tidelock) and continues to Milepost 42.19 (Monocacy River).

Western Maryland District

| | | |
|------------------------|---------------|---------------------------|
| District Ranger | (301)714-2236 | Dwight Dixon |
| Cumberland Subdistrict | (301)722-0543 | Matt Huelskamp |
| Hancock Subdistrict | (301)678-5463 | Al Voner, Tim Colyer |
| Ferry Hill Subdistrict | (301)714-2206 | Alex Negron, David Carter |

| | |
|---|---------------|
| Williamsport Visitor Center | (301)582-0813 |
| 205 West Potomac Street, Williamsport, MD 21795 | |
| Supervisory Park Ranger | Carla Beasley |

| | |
|--|---------------|
| Hancock Visitor Center | (301)678-5463 |
| 326 East Main Street Hancock, Maryland 21750 | |
| Park Ranger - Interpretation (part time) | Susan Burke |

| | |
|--|---------------|
| Cumberland Visitor Center | (301)722-8226 |
| Western Maryland Station, Cumberland, Maryland 21502 | |
| Park Ranger - Interpretation | Rita Knox |

The Western Maryland District begins at Milepost 42.19 (Monocacy River) and ends at the Canal Terminus, Cumberland, Milepost 184.5.

OTHER USEFUL TELEPHONE NUMBERS:

| | |
|--|------------------------|
| 24-Hour Emergency | 1-(866)677-6677 |
| Georgetown Boat Operation | (202)653-5190 |
| Fletcher's Boat House (Concessionaire) | (202)244-0461 |
| Swains Lock (Concessionaire) | (301)299-9006 |
| Carderock and Marsden Reservations | (301)767-3731 |

24-HOUR EMERGENCY (TOLL FREE) 1-(866)677-6677
HAZARDS CHO_Hazards@nps.gov

CHESAPEAKE AND OHIO CANAL ASSOCIATION

Please Note:

Story of
50th Anniversary Douglas Through Hike

News of Boathouse

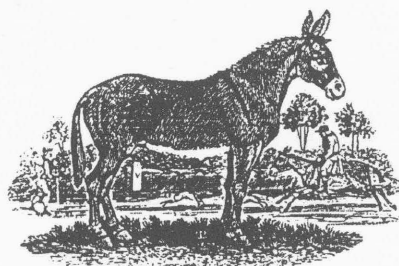
In this Issue

| | |
|-------------------------------|----|
| William O. Douglas Hike | 1 |
| 50 Years Ago | 1 |
| George Bookman | 2 |
| Hike Journal, 2004 | 3 |
| Robert H. Estabrook | 7 |
| Hike Participants | 7 |
| Hike Song | 8 |
| The Past | 9 |
| The Bookshelf | 10 |
| From the Association | 11 |
| Across the Berm | 12 |
| New Members | 12 |
| Contributors | 13 |
| On the Level | 15 |
| Boathouse News | 16 |
| Calendar | 18 |

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